the ratiread competition, and be compelled to pay a mach higher rate of freight. In other words, San Francisco would cease to be a competitive point, so far as the carriage of grain by railroad is concerned. PROPER PASSENGER AND FREIGHT RATES.

The next two questions presented in your inquiry to The next two questions presented in your inquiry to " What, in your judgment, would be a fair and reason

able maximum rate to allow for the carriage of passenger in this State I" and,

What, in your judgment, would be a proper and fair rate to allow as a maximum for the transportation of

I must confess to you that if these questions had been presented to me several years ago, I should have been led into an attempt to answer them; but after ten years of what I may without presumption say has been a close and attentive consideration of the whole subject, I do not feel that I can give such answer as should form the basis of action by gentlemen placed in your responsible positions. There are so many esnsiderations absolutely necessary to be determined before a reliable answer could be given to your questions, that I almost shrink from the attempt. One thing, however, in relation to maximum rates has been taught us by experiences which is, that it is only by the existence of what may be thought to be a very high or extravagant maximum that a low minimum or a reasonable average rate is possible.

By allowing the certifer a liberal or even generous possible maximum, where the service is extraordinarily difficult of performance, and where the quantity to be moved is limited, can be afford to transact his ordinary business at a low or reasonable rate? Before a rigid and arbitrary rate can be fixed which will do justice alike to the shipper and the carrier, there are innumerable conditions to be taken into account. The grades over which trains are to be hauled, the density or scarcity of the population, the high price or cheapness of fuel, the distance from the base of supplies so to speak, —that is, the dis-lance from the place wiere rails and all other articles required for the construction and maintenance of the throad can be obtained-the price of skilled and unskilled labor, the volume of business, and the speed renired. All these questions, I say, must be considered and properly determined before it is a possible thing to do easily that which the Constitution commands you to do—establish rates of charges for the transportation of passengers and freight. If you shall succeed in accom-plishing this, if, in the exercise of those very important enctions, I had almost said prerogatives, with which the Constitution of this State, in the assumed interests of the ublic, has vested in you, you shall arrive at that depublic, has vested in yot, you shall arrive at that de-tree of knowledge and wisdom which will enable you in the exercise of your power, and the performance of your darty, to establish rates of charges for the transportation of passengers and freight, which shall be satisfactory alike to the shipper and the carrier—or, I may say, which shall be just to the shipper and to the carrier—frespect-fully, here in advance, offer you my most carnest and sincere congratulations, for you will have accomplished that which has never yet been done by any board of commissioners vested with like powers, nor has ever-yet been accomplished by any board of directors or managers of any railroad corporation within my knowl-size.

thought myself perfectly competent to deal with this subject, and to have promptly answered your quesbut the result of my attempt to deal with it so that it might be legislated upon, and the knowledge I ob-tained in making such attempt, has been to convince me that it is one of the political economic impossibilities.

A just regulation by law of the use of property in railreads, except by establishing such maximum rates as carriers seidom find it for their interest to approach, can done than the regulation of the use of any or property. Whenever a popular assemblage or the arbitrarily fix the value of the use of all other property, it may be enabled, intelligently and fairly, to fix the of the use of railroad property. Whenever it can proved or unimproved, shall receive for the use of such or otherwise, whenever it can say that the laborer or arrisan shall receive for his toil or his skill only such reward as shall be designated by some official board or person, we will then have approached somewhere near a determination of these questions which you have flat-tered me by applying to my experience to answer. In my humble judgment, when you determine generally the value of the service that is to be rendered by th carrier to the traveller or shipper, you must, at the same time, as a part of the same proposition, be vested with the power to determine and have the ability to deterwhat shall be paid to the miner who delves in the ground for the iron ore of which the rails and other ertals used in the construction of the railroads ar be manufactured. You must determine what shall be the cost of preduction, what shall be the quantity pro-duced of the coal or other fuel which is to be used in the peration of the railroad and the movement of persons ad property; and you must determine the value of an's labor which in any way contributes to the production or manufacture of any of the material that used either in the construction of the railroad or is the movement of the trains by which persons or property transported. Entil you have done this you cannot either intelligently or justly, say what, under any and all circumstances, is the fair and proper remuneration for

I say to you, frankly, that some years ago I should

a entrier to receive. has been done. The railroad history of this country shows that it has been often attempted, but never with success. Take the very corporations whose business you are to regulate—the Central and Southern Pacific Ranfroad Companies-you may find their Board of Directors in session, and their freight agent presenting to them a tariff which he thinks is proper for the corporation to adopt and put in force. After all their deliberations, fortified by their self-interest and experience, they adopt such tariff as appears to them to be satisfactory. I have never known a case where any tariff so never known a case where it was not necessary either to road power to after this tariff from time to time, or to convene frequent meetings of the directors, that the tariff might be adapted to the exigencies and requiretariff might be adapted to the exigencies and requirements of shippers and their business. Such has been experience of all the great radironals known as trunk lines. Their freight agents meet in convention at stated periods for the purpose of framing a harint that shall have for a given time. All the members of these conventions are experienced and well trained in their vocationmen of education, of more then ordinary in efficience, who have given to the subject of their outliness years of patient study enriched by every-day active and practical experience. After an interchange of views, they adopt what they believe to be a practical working tariff, which is to have for an agreed time. But never yet has there been an instance of such a tariff, however carefully incepared, no matter that it embodied the result of the experience of long and special radironal service, that has been found to be practically operative for the time that

Presenting to you my views in another form, and per-haps at a greater length than your patience may comnd, it will result that when you have fixed the value of the use of the property of the railroads within your State for the transportation of persons and mercandise, by an arbitrary and fixed tariff which shall be fair to the shipper, and not do injustice to the carrier, you will have fixed the value of every man's labor, not only petition, nowever, cannot be obtained by an enforced unwithin your jurisdiction, but in every part of the world, who in any way contributes to the construction or maintenance of the railroads you design to control will have determined the value of every piece of land which the wants of a railroad require it to take or purchase, may, more, you will have affirmatively, and by oper on of law, determined the value of all the pr of the soil which afford sustenance, maintenance or shelter to every man whose labor is used in the building of railroads, or the movement of passengers or property upon them. If, in the providence of God, he shall ever endow any of his creatures with that knowledge, foresight or wisdom which will enable them to so forecast the futu e a to determine all those facts which at best can be but speculative, which are the sport of so many contingencies, which depend upon so many elementary conditions but which must be fully mastered and understood to which are necessary to an intelligent and just adjudication of the subjects which await your official action, they will be gifted with a prescience which will be indeed enviable, for it will be such as, up to this time, no human mind has been known to possess.

In adopting a fixed tariff for the use of railroad prop-erly, precisely the same facts must be reached as would be prerequisite to framing an enactment arbitrarily designating the price of bread, of clothing, or of hotel charges.

COST CANNOT DETERMINE RATES.

A further question presented to me is as follows: "Is the cost of a railroad a factor in regulating the tariff of charges upon such railroad ?"

My answer is, that I c nnot see what the cost of a and has to do with the subject. If the railroad is built through a rugged, mountainous region, whereby the cost of the road bed is very much increased, it is no an essential element in determining the value of the service rendered in the transportation of persons or property between the two given joints on such road value of the service rendered by a road running through a valley, with neither grades, curvatures, cuts, embankments nor expensive bridges may be greater to the patrons of that line than the service for the same distance over another road very much more difficult of

service rendered f and I cannot see how, in determining that question, the mere cost of the property becomes of any moment. Railroad property is subject to the same natural laws as any other property. If there is but one railroad running in a given direction, the shipper has no choice of selection. Where two railroads exist he makes the best bargain he can. He does not care what may have been the cost of either road. He puts one carrier against the other, and gets his business done as cheaply as he can. So in respect to any other property. The cost of a store or a house, or the lot upon which it is situated, does not enter into the consideration of the tenant when he desires to occupy it. If there is but one vacant house in the place that he desires to live or do business in, of course he must pay, what the owner of that property demands; if more than one, there is a ompetition of which he takes advantage. But the cost of the property does not affect his determination of the

does every other species of property. When a railroad is built in a new and sparsely settled country, its value is much less than it becomes as the country is settled and population increases. Either the New-York Central or the Fennsylvania Railroads have to-day a value many times in excess of the actual cost. No one would think it reasonable to base a tariff of charges upon citier of these roads area their actual cost, and there are the reads area than a citier of these roads area their actual cost, and there were a prowhy there should be a fixed charge upon railroads, based only upon actual cost, or that the shipper should be compelled to pay charges based on a flettious east; or that the owners of such property should never have the benefit of its increase in value. If it were the law that the State would permit only such charges as would afterd an interest upon the cost of the road, there would be no more railroads built. You might, with equal reason, enset that the owner of a house should be limited to a rental of legal interest upon the cost of the building and ground. The only proper kubicets to be taken into account in determining what is a fair compensation for the transportation of persons and property are the value of the service performed and the cost of its performance. But as both these elements are constantly changing, it must necessarily result, as I have heretofore

WHAT IS A FAIR PASSENGER TARIFF ?

Another question you put to me is: "Would, in your judgment, three cents per mile be a fail and proper rate to allow as a maximum for the transportation of passengers in this State ?"

This question is, to some extent, answered in what I have heretofore said; but I can give to it a further and more cate orbid answer by snying. I do not think it would be a fair or just maximum. I believe that all railroads and transportation companies find their greatest profit in a low rate of fare; but that, of course, is subject to the qualification that the population is sufficiently numerous to increase travel by tempting it with low namerous to increase travel by temping it with the rates. Between all the centres of population in this State, three cents is as high a rate as the companies charge. But I do not consider it would be a fair rate, as a maximum, for local travel. There are points petween which I think it would be decidedly unjust to require the companies to transport passengers at three cents a mile. Take the county of San Bernardino, between Colton and Yuma, a distance of about 200 miles, over which there is very little local business. Three cents a mile between those points would not be a fair compensation. At three cents a mile the fare from Sacramento to Truckee would be about \$3.50. I would not regard this as sufficient. In the sparsely settled not regard this as salescent, where there is very little local travel between stations, or in the San Joaquin Valley and the counties south of Kern, three cents a mile or local tickets would not be adequate compensation. He local telects would not be adequate compensation. In tween san Francisco and San Jose, er as a through rate for any long distance where the travel is sufferent to fill a tain to its fair capacity. I think three cents a naise would be an adequate rate; but as a maximum rate to be established by law. I have no besitation in condemning t as insufficient. And right at this point I say that no more grievious injury, in my opinion, can be inflicted upon the

COMPETITION THE NATURAL REGULATOR. COMPUTITION THE NATURAL REGULATOR.

The solution of this vexed problem of railroad charges will come only through competition; but both the probability and the possibility of such competition is delayed and put in jeopardy by demonstrating to the world within its jurisdiction from enjoying the same possibility of profit as is accorded to capital invested in other encitzens of California, have had occasion to condemn particular acts of railroad management. I feel that we should only increase the evils that have accrued from such acts by undertaking to discriminate between the rights of investors in railroads and the rights of investors in any other property. By this I do not mean to say that railroads should be entirely free from Governmental control. There are many questions as to the use and

service of milronds which the State may properly and should regulate. One of these is to enforce the equal business or conduct of a railroad consoration, the State should not undertake to subvert all the natural laws of rade, of supply and demand, and in its zeal to regulate

As is well known, both to your honorable body and to the people of this State, I have in times past been somewhat active in endeavoring to enforce by legislation a fixed tariff upon all rathroads. Seven years ago 1 of the passage of a measure known as the which was an act to regulate fares and freights on all th railroads in California. That bill was made as perfect as the conflicting views of prominent members of the would permit. I thought it then, with some few excep-tions which I was not permitted to change, a reasonably good bill, and urged its passage. It met the approval of the Assembly, but was rejected by the Serate. I may it did not become a law, because I can see that if it had it would, in a short time after its passage, in consequence of the change in the modes of doing business, the shift-ing wants of the farming and mercantile community and the fluctuation of commerce, have been oppressive forced ratiroad companies, as I have suggested may be the case, to cease to be competitors for business that can be done on the natural highways, and would thus have seriously diminished the income of the railroads, not only atthout benefit to the commanity, but to its positive loss and injury. If the Archer Hill had been put upon the statute book, the Southern Pacific Railroad would not and could not have been constructed. Under the provisions of that hav, its securities could not have been marketed, and, conceding for the purpose of this inquiry that which has been often ascerted and as often denied, that the Southern Facilic was built from the earnings of and profits of the Central Pacific, the owners of the Central Pacific, the owners of the Central Pacific, the owners of the Central Pacific, who which not have further invested a dellar of their carnings or profits within the jurisdiction of the State of California. With the Archer Bail or any similar bill in force, the construction of the lines of the South Pacific constructions and the south Pacific constitutions are the support of the lines of the South Pacific constitutions and the south Pacific constitutions are the support of the lines of the South Pacific constitutions are the support of the lines of the south Pacific constitutions are supported by the s the case, to cease to be competitors for business that can

To the extent of my underial interests in California, I am personally concerned in procuring as low rates of face and freights as can be obtained or enforced with ather to the carrier. And if it were possible to accomplish this result by legislative or official interference. perience forces me to the conclusion that the most effec-tive manner of obtaining cheap carriage is to leave the just tariff. On the contrary it would be the most effective means of shutting the door to it. The agitation that has prevailed in California, and the laws, both organic and statute, that it vo been adopted and passed, looking to the official regulation of the use of corporate property, have already done our state much duninge. In my per-sonal intercourse with some of the leading capitalists and investors of this country I have found them averse to investing in radicoads in California; and their princi-pal objection was the danger of agrarian legisia ion. It powers conferred upon your board were the most potent factors in terminaling the Atlantic and Pacific Railroad at the Colorado River instead of at the City of San Francisco. Your predecessors, under the power given to them by the Constitution to establish charges for the transportation of passengers and freight, adopted a tariff of charges. The power is in you to reviee, alter or amend their work in such manner as your wisdom and sense of duty may suggest. In responding to your invitation to give my views on the subject, I venture to suggest that your duty to your constituents will be best promoted by a liberal course of action, and that it is more for the public interest to have such a tariff as will invite others to compete for a share of the transportation business of the State than to adopt a rate which will be not only unremunerative to existing reads, but will seter the construction of others. I am very certain that it is more for the interests of all the people of California to permit, at least for a time, a tarrift that burders upon extrawagance, and thus invite competition than, by the adoption of a schedule which will afford but hittle profit to the earrier, shut the door upon possible new comers. The construction of the Southern Pacific and its connections is the result of the liberal polecy of the past. I think the Southern Pacific is destined to be of incalculable benefit to California. It affords the easiest and cheapest route for the transportation of mer grain errog and for the cheap and rapid transfer of the white labor of Europe to the Pacific Coast. There have been many seasons when the rate of freight pand by our farmers for the transportation of their grain by sail vessels from San Francisco to European ports has exceeded rightly smillings per ton. The completion of the Southern Pacific should prevent such a rate obtaining in the future.

RESULTS OF THE HIGLER LAW OF COMPETTION. others to compete for a share of the transportation

using your powers to encourage competition, I refer you to the following figures which I take from a volume lately published by the Treasury Department of the

United States. This volume gives the rates of freight per bushel for wheat from Chicago to New-York from 1868 to 1881, inclusive. In 1868 the rate per bushel by lake and canal was 23.3 cents, by lake and rail 29 cents; by the all rail

route 42.6 cents.
In 1881 the average rates were as follows: By lake and canal 8.6 cents per bushel. By lake and rail 10.4 cents per bushel.

By all rail 14.4 cents per bushel. This is an average reduction on the cost of transporta

on of wheat to the consumer of about 65 per cent. Doubtless the cost of movement has in that time been much reduced, the steel rail has lengthened the life of a railroad track, there has been an increase in the power of the locomotive engine and the carrying capacity of the freight car; but the most casual observer will not fail to realize that this great reduction in the cost of the staff of life has been principally been brought about by the in 1868 invited.

Mr. Edward Atkinson in an article dated at Boston, December 23, 1882, and published in the January, 1883. number of the Bullion, a New-York magazine, makes the computation that, taking the quantity of merchan-dise moved over the railways of the United States in the year 1881, and charging for such movement the rates prevailing from 1866 to 1869, inclusive,

The charges would have been \$1,375,000,000
It was in fact. 550,000,000

The difference amounting to. \$825,000,000 Which sum the author claims is \$100,000,000 more than all the taxes imposed upon all the people of this country.

The same writer in another paper entitled "The Railroad and the Farmer," published in the journal of "The American Agricultural Association," shows that the New-York Central Railroad, one of, if not the most wealthy and powerful corporations of this country, moved in 1879 9.441.213 tons of merchandise.

Difference saved on traffic of 1879...... \$26,650,000 Another estimate given by Mr. Atkinson is that the average difference in the cost of moving thirteen tons of merchandise from Chicago to Boston, 1,000 miles, would

In the year 1869...... In the year 1879..... Further statistics of this character are at hand, but

they are merely cumulative. Those given show the effect of competition of milread

A corporation possessing the wealth and political in fluence of the New-York Central would not have made the concession shown in its rates if competition had not enforced the reduction.

The figures presented show what competition has accomplished; what may be obtained by a coercive policy rests mainly in conjecture. All we know is that the State of Wisconsin tried coercion but for a brief period, riers, and although its statutes were sustained by the ju dicial power of that State, it was compelled to acknowl edge that its enactments were more empty words when they conflicted with the inexorable laws of commerce. In 1868 the miles of railroad in the United States

were 39.250
On Dec inter 31, 1880 39.250
An increase of 139 per cent.
Would such a result have been possible under a general policy of legislative coercient

The reductions in the cost of carriage have been effected quictly but surely; they have come from purely natural causes, as the harvest succeeds the sowing.

The service per ormed at the reduced compensation

or satefactors,
would be as marked a difference between the
file transpiritation afforded by railroad comhoweve compelled to operate their roads under
rary farifias there was in the ance, war perior

CONCLUSIONS.

In this State we are supposed to occupy a peculiar relaion toward our principal transportation companies notably, those I have herefofore mentioned, the Centra and Southern Pacific. Both have been munificently en-dowed by grants of the public domain. To the Control the credit of the Nation was loaned, and without suc loan the road would probably have been delayed in con truction for at least a dozen years, and perhaps might not yet have been completed. The gifts and facilities enjoyed by these corporations, and their asserted ingrat itude, have caused a feeling to grow up among our people which never has been, and is not, favorable to that call and reflective spirit necessary for a proper adjudication But in my judgment, neither the gifts or loans, nor ac ever well founded, which, in my capacity here of witness I do not feel called upon to criticise, have anything what ever to do with the question of regulating the charges to be made by them for the transportation of persons or property. The latter is wholly an abstract question of right, to be faithfully and conscientiously determined by you as public officers, without regard to the merits or demerits of the corporations or their managers. The object of the Constitution in making you the ministers of the State to regulate the charges for the transportation of persons and property is not to inflict punishment upon any corporation or person for past or present misdeed ant it is to establish such correct and proper business re lations between shipper and earrier as you, in your prigments, may be able to say are mutually advantage-ous and just. In other words, if you will permit me to ous and just. In other words, if you will permit me to say, it is not intended that the elements of a Penal Code shall be contained in the tariff which you, as Commissioners, may think it your duty to establish.

I have presented to you my views as fully as the demands upon my time and my imperfect health will permit. I would gladly have avoided this communication if I had felt it was proper to do so. The conclusions I have reached have been carefully considered. Good faith to your board compels their expression, notwithstanding the adverse teelings I have so long entertained toward the corporations whose interests are to be affected by your solicial action.

the corporations whose interests are to be affected by your efficial action.

There are many points of detail upon which you ask information which I have not the data at hand to answer accurately; they relate to the cost of running trains, the value of loco notives, cars, etc., all of which you can obtain from the records of the Central Pacific. Very re-ALFRED A. COHEN spectfully yours.

PATRONS OF THE ASTOR LIBRARY.

"How many people," asked a Tribune reporter of the librarian of the Astor Library, " visit this

ibrary every day, do you think !" "Well," replied the librarian, "between 200 and 250. And we've got plenty of room for them. Here are three large halls forming a building with 200 feet front. You remember that John Jacob Astor, sr., was the founder of son also gave \$500,000."

"What is the capacity of the halls f"
"They will hold 500,000 books."

" How many are there now in the library !" "Over 200,000. Very few of them are duelientes, and

all of them are of the highest order. The Library is rich n costly works of art, archaeology and the sciences These are, in fact, the distinguishing characteristics of construction. The whole subject is one of supply and demand. The main question is, what is the value of the And as a further illustration of the better policy of ephemeral. Good, substantial, classical books of refer

ence are found here. It aims to be a library of reference for professional men of letters and for the student. It is not an amusement hall nor place of entertainment."

What system do you use in cataloguing your books t "Like every great library in this country and in Europe we employ the card system. It is found practicable and best adapted to our needs. One half of the library is represented by four volumes of estalogues by Dr. Cogswell, the first superintendent of the library and its first collector. These catalogues cover the year 1860."

"Are any new catalogues being made!"

"Yes, we are now at work on a new series of probably four volumes, which, when completed will bring the library to the end of the year 1890. These are the supplementary alphabetical catalogues."

"Is the task an easy one!"

"No, indeed. Great care is required, and it's a difficult thing to have it correct in every respect. Besides, it's tiresome work handling 200,000 books."

"Chiefly literary people patronize this library, do they not!"

"Almost envirely. About all of the newspaper men in "Like every great library in this country and

thresome work handling 200,000 books."

"Chiefly literary people patronize this library, do they not?"

"Almost entirely. About all of the newspaper men in the city come here, professional men of all kinds, magazine writers and students. We have here a great number of women writers. Many of them are from old Southern families that went under with the war. They are endeavoring to make a livetinood by their pen. We see lots of them every day. And you would be surprised to see how many men and women are absolutely dependant on this library for their daily food. Take this away from them and they would starve. I've no doubt. The Astor Library is keenly appreciated and does worlds of good. Its patrons are the very best people and they use it as a library of reference. Its location here in Latayette place is also in its favor. It's in a quiet neighborhood and far enough from nolsy Broadway to be free from all d'sturbance. You don't see many people in here just now, because its Saturday, and nearly 3 o'clock, at which time we close on that day. On any other day you'll always find a great many men and women busy here all the day."

THE SUNDAY TRIBUNE.

In its issue of yesterday The SUNDAY TRIBUNE presented numerous features of especial interest, and all its departments were crowded with important news, editorial, literary, and other matter. Some leading articles were the following:

Foreign.—Special cable letter about political, diplo-matic, personal, art, and other topics in Lendonf; general news dispatches from all pures of the world. Washington.—Special dispatches about the vacant internal Revenue Commissionership, the Dezeadorf-Mahone controversy, and general Department news. Hoston.—Special dispatches about personal, political and social events of the week. Boston.—Special dispatches about personal, political and social events of the week. Calcago.—Special dispatches about the Railroad Exhibition; General Grant, Mr. Mequil, and Civil Service Reform; "Jere" Dann's acquittal, and other topics. San Francisco.—Triffuse correspondence about the Fair divorce case, and personal, theatrical and political

opics.
Phical-lphia.-Tribuse correspondence about the

Philad-liphia.—Triffusk correspondence assume social, personal and industrial events of the week.

Storms.—News of terrible descriction of life and property by cyclones at various places in the West.

Snorts.—Reports of rices, baseball matches and various athletic contests on land and water.

Conventions.—Special correspondence from the Saratoga General Assembly of Presbyterians, and news of other religious gatherings.

Pires.—Accounts of numerous conflagrations, on Broadway, the Newark meadows, and elsewhere.

Railronds.—News about the Solvency of New-Jersey Central, Mr. Vanderolit's recent purchase, and other matters.

or the opening season.
Tewkshury—Thinks correspondence describing comes in the committee room at the famous inquest.
Home Interests.

form Interests, Local Muse-linny, Local Muse-lin nb for Strangers. In a Drug Store, ures for Munich.

vance of the day of learning thouse of the hould be maintained.
Loteralism.—Letter from "G. W. S." about the title rand Liberal Club, and topics sugthe Capital.—Letter from THE TRIBUNE'S

at the Capital.—Letter from The TRIBUNE's orrespondent about personal, social and other the weekin Washington.

Frenchmen.—Letter from a TRIBUNE correduction of Gustave Droz, his history, home-namer of working.

Letwes Manor.—Letter from a TRIBUNE corred describing the presen condition and history unal relie on the Hudson, the old home of the

Gossin. - Letter from a TRIBUNE correspondent

inthesh. broadway Note-Book. A Broadway lounger's per-pal notes and notions on men and things the country ound.

New Publications..."Reviews of Samuel Johnson's
'Letures, Essays and Sermons," and "A Sea Queen,"
'King Capital," and "The Story of Melicent."
"Dr. Gritashave's Secret."
Ancedates of the Gladstones.
From Greek Garb to Street Dress.

The following is a condensed summary of proment news topics of the day :

FOREIGN.—Carey, the informer, was released from enstedy on Saunday and returned to his home in Dublin.—Five dynamite conspirators were arraigned in Liverpeol and remanded.—Seven persons were arrested in Dublin for the murder of Mrs. Smythe in 1882.—Kunsella, the supposed hunatic, was discharged in Dublin.—Further news of the signing of a treaty of peace between

news of the signing of a treaty of peace between Chili and Pern is made public.

Donnestic.—Great loss of life and property was caused by tornadoes in Illinois and Wisconsin on Friday night.—Governor Cleveland vetoed the Pane Savings Bank bill on Saturday.—A noted outline was captured by revenue officers in South Carolina.—The successor to Commissioner Raum will be appointed to-day.—There were college athletic contests at Yaio, Harvard and Princeton.—The Yale Lacrosse team was defeated by the Princeton team.

CITY AND SUBURIAN.—A car-shop of the Pennsylvania Railroad Company near the Hackensack River was burned on Saturday; the losson building, cars, engines, etc., was about \$400,000.—The

River was burned on Saturday; the loss on building, cars, engines, etc., was about \$400,000. The Bridge was lighted for the first time on Saturday night; Mayor Edson issued a proclamation in reference to the opening. Jesse Oakley & Co, made an assignment, with inbilities of over \$300,000. A party of New-Yorkers visited St. Johnland. Chancellor Runyon decided to restore the property of the Central Railroad of New-Jersey to the company on certain conditions.

Wilniam A Hall was convicted of forgery in Newark. In the oilliard tournament Vignaux defeated Carter, and Sexton won from Schaeter. Gold value of the legal tend r silver dollar (112 by grains), 82,10 cents. Stocks opened dull and steady later they declined and closed weak.

Copies of the paper may still be obtained at the

flice of The TRIBUNE or by mail. Price, 5 cents.

EVILS OF INTEMPERANCE DISCUSSED.

Ex-Governor Gibbs, of Oregon, addressed the Manhattan temperance meeting at Masonic Hall, Sixth-ave. and Twenty-third-st., yesterday afternoon, Among the evils to be attributed to intemperance was the speaker said, the fact that 7,000,000 bushels of grain are annually destroyed in the United States for distilling purposes. This amount would be sufficient to make 200,000,000 loaves of bread, that would sustain many families who now find it difficult to obtain suste-The meeting was also addressed by the Rev. Dr. Dick, of Buffalo, the Rev. S. T. Williams, the Rev.

Dr. Dick, of Bullalo, the Rev. S. T. Williams, the Rev. Drs. Lighthurn, Fowler and Conway. The last meeting to the season will be held next Sunday. The American Temperate: Union held its regular Sunday afternoon meeting in Cooper Institute yesterday. Addresses were delivered by the Revs. Messrs. J. M. Worrall, James M. King and George J. Mingins, and Chuancey Shaffer. The president announced that no more meetings would be held in the Institute until the fall.

ANXIOUS FOR SPICY RELIGION.

The visit of the Queen of Sheba to Solomon as reported in 11. Chronicles 1x, 9, was the Rev. Mr. Tal-mage's text yesterday. "And she gave the King a hunfred and twenty talents of gold, and of spices great abundance, and precious stones; neither was there such spice as the Queen of Sheba gave King Solor 'All religious teachers," he said, " agree that Solomon is a type of Christ and the Queen of Sheba a type of the Is a type of the third and the spices are a type of the holy spicery of the Christian religion. We want more cinnion and less gristle in religion. I want to impress on you the fact that true religion is perfume, is sweetness, is redolence new and redolence forever. It is good for rheumatism, neuralgia, heart disease, consumption."

EXPERIMENTS WITH MUSIROOMS.-The ex-

periments made by Professor Ponfick, of Breslau, seem to show that all common mushrooms are poisonous, but couking deprives them in a greater or lesser degree of their poisonous qualities. The repeated washing with cold water which they usually undergo to clean them takes away a portion of the poison, and boiling does the rest-the water, however, in which they have been boiled is highly poisonous, and must be thoroughly got rid of. Experiments made on dogs showed that if a dog ate I per cent of its own weight of raw mushrooms, it fell the library and gave \$500,000 to it, and that his cidest | sick, but recovered; if it atelone and a half per cent the sick, but recovered; if it ate one and a-naif per cent the poison had a mere violent, though not fatal effect, but if he ate two per cent, it was inevitably fatal. The water in widen mustrooms had been boiled was far more poisonous than even the raw musarcoms, while the mushrooms thus boiled could be taken without hurt to the amount of ten per cent of the arimal's weight. Washing with cold water does not remove all the poison, must rooms thus prepared being poisonous when taken in larger quantities. Again, dried mustrooms are still congerous for from twelve to twenty days, and also the water in which they have been holled; they require to be uried for at least a whole mouth, and are only really safe after four mouths' driving. tale after four months' drying.

THE MONEY MARKET.

SUNDAY, May 20 -P. M. The Custom House weekly returns of the foreign movements of merchandise at New-York continue to show balances which compare favorably with the balances of last year. Yet the imports last week exceeded the exports by \$1,751,215. The imports of merchandise (\$8,230,171) were \$625,068 smaller than for the week of 1882, and \$698,765 smaller than in 1881. The exports of merchandise (\$6,478,956) were \$25,169 greater than in 1882 and were \$459,915 greater than in 1881. For the twenty weeks of each of three years the imports of merchandise have exceeded the exports as follows: 1883, \$45,715,185; 1882, \$77,848,346; 1881, \$25,947,345. Including the specie movements the balance against the port for the twenty weeks of this year (\$46,410,259) is \$7,435,989 less than in 1882, and is \$4,203,408 less than in 1881. But in 1881 the balance against the port, at this date, included the imports of \$24,002,098 in specie over the exports of the same, while for this year the imports of specie exceed the exports only

IMPORTS AND EXPORTS FROM JANUARY 1 TO DATE.

MERCHANDISE 1881. 1882. 1883. .\$168,700,728 \$197,500,146 \$179,150,900 . 142,753,343 119,657,800 133,435,721 \$25,947,345 - \$77,848,346 \$45,715,185 SPECIE. ... \$29,371,316 \$1,589,451 ... 4,704,954 25,591,549 \$24,002,008 MERCHANDISE AND SPECIE.

Imports in excess 550,613,707 \$53,840,248 \$46,410,250 of exports...... \$50,613,707 The first clear indication of the whole country s exports for April is furnished by the Bureau of Statistics in its report published last week. The exports of brendstuffs in April amounted to \$12,465, 318 against \$17.802.275 in March, and of provisions to \$7.486,716, against \$9,441,429; total of both, \$21,952,034 in April, \$27,243,704 in March. Those figures point to total exports of all kinds of merchandise for April of about \$63,000,000 against \$77,650,354 in March this year, \$57,677,-152 in April, 1882, and \$70,885,615 in April, 1881. While the exports of breadstuffs for April this year were \$2,500,000 greater than in 1882, they were \$8,000,000 smaller than in 1881. The totals of wheat and wheat flour are practically the same for 1883 and 1882, but are \$6,200,000 less than in 1881. The total of corn this year is \$2,450,000 greater than in 1882, but \$850,000 less than in

1881. Following is a table of comparisons: Month of April 1281 1881 1882 Wheat | \$12,256,393 | \$5,833,920 Whoat flour 3,722,925 | \$1,02,018 Corn. 4,221,425 | \$91,290 Cher cerests. 183,255 | 210,061 Total of all cerests \$20,421,008 \$0,008,189 \$12,465,318 Provisions and tai-8,199,186 6,390,911 7,486,716 Total values \$28,620,194 \$16,299,100, \$21,952,034 The totals for the four months ended on April 30 for the three years were as follows:

Jan I to April 30. 1881. 1882. 1883. Cercula \$71,570,621 \$45,475,812 \$61,915,787 Provisions and tal. 52,470,972 36,891,201 37,573,196 Total......\$124,010,523 \$82,277,013 \$99,488,983 Notwithstanding that yesterday's bank statement

printed this morning) shows that the banks made little or no actual gain in each during last week, by their liberal expansion of loans-averaging \$2,377, 000-they succeeded in making such a plethora of loanable capital at the Stock Exchange that rates for call loans did not average much above 3 per cent for the whole week. Mercantile paper of the best class moved only a little more freely, but for any thing that is not "gilt-edged" there is no inquiry. The domestic exchanges on New-York at all the ommercial centres, except at the East, were favorable to this city; but the bank movement makes it apparent that the outgo of funds was nearly equal to the influx. New-York checks at the places named are quoted as follows: Savannah, 18214 premium; Charleston, par to 14 premiums; New-Orleans, \$1 premium for commercial and \$1 50 for bank; St. Louis, 90 cents premium; Chicago, 50@75 cents premium; Boston, 25@17 cents dis count. At the Southern cities, although the quotations are favorable to New-York they are not sufficiently so to bring money here; only at St. Louis and Chicago, and hardly at the latter, do the quotations warrant a movement. The silver quotation is daily becoming more serious. According to the U S. Treasury's daily statement, made yesterday, the department since May 1 has reduced its ownership of gold \$6,384,646, and increased its ownership of the legal-tender silver dollar \$4,949,779.

probably about \$14,000,000 less than for March; yet if so they were \$6,000,000 greater than for April, 1882. The decline in the imports at New-York alone since April 1, as compared with the same time last year, has been \$11,800,000, and probably for the whole country it will prove greater. Yet with exports greater and imports smaller than they were a year ago, the complaint in the foreign exchange market is of a searcity of commercial bills. This goes to prove that our present exports are only liquidating a past indebtedness, and that our present imports, whether great or small, are so much gold, or of all combined. The foreign exchang a were dull all last week, but rates were advanced and were higher; the last business was done on the basis of \$4 8334 and \$4 87 for long and short sterling respectively. Monetary affairs in London are quite unsettled, and it is not impossible that such a state may be reached as will make a demand for

state may be reached as will make a demand for gold shipments from here.

Nothing was developed in the commercial and mercantile situations last week that calls for extended comment. Outside of the speculative marts dulness was the principal feature. The spring season is nearly over, and it is admitted that its results have been unsatisfactory. The speculation in wheat suffered a collapse, and prices at Chicago were about 6 cents lower than they were a week ago. The decline, however, failed to stimulate an export movement; prices in Europe fell about as fast as they fell with us. Corn sympathized with wheat, but shows declines of only by a 14 cents for the week. Hog products were weak all the way out. Pork is \$1 lower, and lard is 77 a 80 cents lower. Speculation in cotten was active early at advancing figures, and later at declines which leave prices a little lower than a week ago. The exports last week were 50,351 bales against 77,474 bales for the pre-eding week and 53,705 bales for the week of last ar. The total exports since September 1 have been 4,296,600 bales against 3,197,100 bales for the same time of the preceding year. The iron and coal trades are unchanged; lower prices ar quoted for non, and it is evident that the production is still in excess of the demand.

At the Stock Exchange last week the speculation

preceding year. The from and coal trades are unchanged; lower prices are quoted for from, and it is evident that the production is still mexcess of the demand.

At the Stock Exchange last week the speculation was more active than it had been lately, but at declining lightes, while the movement of the better class of securities was slower than before. Government bonds were nominally dull, but their prices generally were higher on the belief (which proved to be well-founded) that the Page bill relative to savings banks would fail to become a law. The final changes from the bids of a week ago are as follows: Advances—is, ½; 3½s, ¾, and 3s, 1 per cent. Decline—4½s, ¼ per cent. State bonds were dull. The feature in them was the sale of \$10,000 arkansas 7s to the Pine Binff Railroad at 44, against 51 the last previous sale. The bonds were pressed upon a market which was without support, probably by a speculative holder weary of waiting for the hearing of the case in June. There was a marked decline in the business in railroad bonds from that of the preceding week. The large transactions then seem to have satisfied the immediate investment demand; yet the supply of such bonds as New-York, Chicago and St. Louis first gold 6s and West Shore and Buffalo first gold 5s was not beyond the demand, and their prices were well sustained at the recent advances. The speculative issues generally show important declines.

The general course in the Stock market was downward, and there are few shares whose prices do not show declines. The transactions for the week were 2,039,349 shares, against 1,594,029 shares for the preceding week. While the evidence of progressive liquidation was apparent there was much irregularity in the various movements. "Points" to buy this or that class of stocks despite the general weakness of the market were not without influence in sustaining prices, and sometimes even advanced them in the face of the special weakness developed by the stocks of the Southwestern system. Kalhess by the covering of "shorts"

end of the week the market was weak and unsetd tled. The gross earnings of the following railroads are

MISSOURI PACIFIC. INTERNATIONAL AND GREAT NORTHERN. Number of miles 1882, 1883, Difference, 825 Inc. 50 Second week in May. \$61,165 \$64,209 Inc. \$2,444 May 1 to May 14. 108,012 122,109 Inc. 14,097 MISSOURI, KANSAS AND TEXAS.
 Number of miles
 1882
 1883.
 Difference

 Second week in May
 \$107.89
 \$12.30
 \$13.30
 1.880 Inc.
 1.6

 May 1 to May 14
 209.707
 241,187 Inc.
 31.42
 TEXAS AND PACIFIC. Number of miles. 1882, 1883, Difference Second week in May. \$83.817 \$104.406 Inc. \$20.586 May 1 to May 14. 181,372 204.708 Inc. 23,336 WABASH, ST. LOUIS AND PACIFIC. Number of miles 3,348 3,518 Inc. 170
Second week in May \$271,395 \$252,100 Dec. \$1,200 Dec. ST. LOUIS, IRON MOUNTAIN AND SOUTHERN. The following are Saturday's quotations for unlisted securities:

| Am. Railway Imp. | Bid. Asked. | Carbids and stric. 36 | At. & Fac. incomes 31 ty 32 ty 40 | Ake and strice. 31 | Ake and strice. 32 | At. & Fac. incomes 31 ty 32 ty 40 | Ake and strice. 32 | Ake and strice. 34 | Ake and strice. 35 | Ake and strice. 36 | Ake CLOSING PRICES OF BOSTON STOCKS.

Boston, Saturday, May 19, 1893.

EUROPEAN FINANCIAL MARKETS.

LONDON, May 19-12:30 p. m.-U 8 five per cent bonds extended, 105 y, Atlantic and Great Western first mortgage trustees extinucies, 494, do, second mortgage, 12 Eric 35 y to, second Consols, 57; New-York Central, 124; Illinois Central, 104; Pennsyivania Central, 104 Reading, 27% Mexican Ordinary, 1323; New-York, Ontario and Western, 234.

Mexican Ordinary, 1822, New York, Onario and Western, 266.

LONDON, May 19, 2:00 p. m.—Paris advices quote three per cent rentee at 70 tranca 82% centimes for the account, LONDON May 19, 2:00 p. m.—Attanto and Great Western first mortgage trustees' certificates, 4% do second mortgage, 12% Pennsylvania Contral, 60% Mexican Ordinary, 180% New York Ontarto and Western, 26% Milwaukee and 8t, Paul Common, 100%.

LONDON, May 19, 44:00 p. m.—Paris advices quote three per cent rentee at 79 trancs 87 centimes for the account, and exchange on London at 25 francs 28 centimes for checks.

LONDON, May 19, -The Economist of this week says: "The rate of discount for bank bills, 60 days to three months, 1832, per cent, and for trade bills, 60 days to three months, 1832, per cent, and for trade bills, 60 days to three months, 4843, per cent, and for trade bills, 60 days to three months, 1832, per cent, and for trade bills, 60 days to three months, 1842, per cent, and for trade bills, 60 days to three months, 1832, per cent, and for trade bills, 60 days to three months, 1832, per cent, and for provided the fall was general. Central Pacific declined 3, Denver and fire Grande 2½, Lake Shore and Ohlo and Missis-tip 22, Louisville and Nashville 3%, Norfolk and Western preferred 4.0 region and California 1, do, preferred 3%, Wabash Ordinary 2%, and do, preferred 3%, Wabash Ordinary 2%, and do,

LIVE STOCK MARKETS-BY TELEGRAPH. LIVE STOCK MARKETS-BY TELEPRAPH.

REPFALO, May 19.-Cuttle-Receipts to-day, 4,000 head;

total for the week thus far, 14,500 head; for same time last
week, 11,000 head consisted through, 405 cars; nothing
doing; feeling weaker.

Sheep-Receipts to-day, 5,500 head; total for the week
thus far, 22,000 head; for same time last week, 16,000 head;
consigned through, 12 cars; in fair demand; but at lower
rates, sales of Fair to Good Chipped, 55 a5 69; Choice, 35 50

a50, 75; Wood Nebraskas, \$6 40; Clipped Lambs, \$5 40 a

\$6,025.

33.25, wood Neoraskis, \$0.40, Clipped Lambs, \$5.40, \$3.25. Hoos—Receibts to-day, 4,600 head; total for week thus far, 28,635 head; for same time last week, 20,400 head; consigned through, 124 cars, market dull and prices a shade lower; sakes of Good to Choice Yorkers, \$7.257.735; Light do, \$7.587.726; Butchers' and Mediums at \$7.30287.55; out deck Good Heavy, \$7.65, Pigsar 58 50.286 190. CRICAGO, May 19.—Hogs—Receipts, 5,000 head; shipments, uone; market siessiy, with a fair demand; prices unchanged; Light, \$7.10287.85; Heavy, \$7.15287.40; Fair to Good Shipping, \$7.25287.50; skips, \$6.25237. Mixed, \$80.00287.15. Storing \$7 15.
Cattle-Recepts 1.500 head: shipments, none; market steady and unchanged. Cows, \$5 05 484 10; Buils, \$4 75 4 85; Steers, \$5 00 45 05. fair, except on Shipping account; prices sleady; Common to Pair, 53 750 54 50; Good, \$0.055 25; Cholco, \$0.25, ST. LOUIS, May 19.—Cattle, Recepts, 250 head; ship-ments, 600 head; supply very light; only a small retail trade ep Receipts, 300; shipments, 800; very light trading a nominally unchanged. prices nonmally unchanged.

Hogs-Receptis. 60 simplents, 4,000; scarce and slow;
Light Shipping, \$7,007 15; Mixed to Good Packing, \$7.2

\$7.20 Butchers to Extra, \$7,22,327 40.

East Light Prime, \$1,000; market selection, 400 head;
all through consignments nothing doing; feeling the same as
yesterday. Prime, \$2,40,300; Fait to Good, \$5,759,12,6

Common, \$4,50,35.

Hogs. Recepts 1,000; market slow; Philadelphias, \$7,65,30

\$7.20; Yorkers, \$7,30,47,50.

Sheep-licecopies, 3,000 head; market setive, Prime, \$5,25,30

Sheep-licecopies, 3,000 head; market setive, Prime, \$5,25,30

ST. LOUIS MAY 19.—Plour sicely: XXX, \$4 10.281 23; Family, \$4.75.284 80; Choice, \$5.20.285 30; Panev, \$5.30.285 70. Wheat lower, No. 2. Red Fall, \$1.124, cash, \$1.124.281 134, May 51.124.281 134, June; \$1.124.281 134, June; \$1.124.281 134, June; \$1.124.281 134, June; \$1.124.281 134, Sept. \$1.124.281 134, Se

Sheep - Recepts, 3,000 head; market setive, Prime, \$5.253 \$5.00; Fair to Good, \$1.50 a \$5. Common, \$2.50 a \$3.

COURT CALENDARS-MAY 21. SUPREME COURT - CHAMBERS - Before Donohue, J .- Third

Monday motion calendar. SUPERME COURT-GENERAL TERM-Refore Davis, P. J. Brady and Daniels, 3J.—Nos. 74, St. 81, 86, 89, 98, 124, 75, 79, 91, 76, 134, 135, 136, 137, 139, 140, 141, 79, 87, 99, 93, 102, 572, 673, 674, FART III - Before Ingraham, J. - Nos. 1267, 1266, 838, 837, 100, 859, 872, 817, 841, 853, 876, 908, 846, 806, 254, 449, 610,

RELATION OF HOUSE WALLS TO HEALTH .-The non-perosity of concrete walls is now orged with much plausibility by medical writers, as a point in their favor for house walls. Not only does brick absorb moisture in wet weather, but it is now known to absorb animal gases as well, thus presenting a condition by all means to be kept in mind in the building of hospitals and infirmaries; for, the fact of absorbent walls being injurious in harboring the germs of infection not admitting of question, the value of walls formed of concrete composed of burnt aggregates, cannot be over-rated. In this relation, too, it may be remarked that slag-made concrete has the great advantage of being fire-resisting, the material in its rough state having been subjected to intense beat, and there is nothing in it to kill the cement. In the construction of walls of this description, three sizes of the slag may be used: the larger imaps being packed in layers in the middle of the wall, and the other two sizes—the larger of the size of walnuts—run in with cement on each face in the proportion of eight to one. and infirmaries; for, the fact of absorbent walls being

"A SOFT ANSWER," ETC.—Stout Lady Passenger (which get had trod on her best corn): "Phew tectumisy—" Polite Old Gent: "Very sorry, my dear madmin, but if you had a foot haree enough to be seen such an accident couldn't occur!"—(Punch.

VARNISHING DAY, ROYAL ACADEMY,—The first man 1 met on the stairs: "How do! "Fon my word it's the best exhibition 1 ever——You'll be deligated! Oh—muse are all on the line in the first room." The second man it met on the stairs: "Of all the collections of miscrable (etc., etc.) dands that ever——il many! Confound!—(e.e., etc.)—they've skyed me, sir!s——IPunch.